

Summary of Action Items

Action Item	Update
1. Investigate availability and use of lightweight towing shackles	<p>Towing shackle options were investigated and it was determined that a 2.5" diameter steel alloy shackle with a safe working load in excess of 78 tons would meet the IMO regulation for the towing system. (Kilburn, 2008)</p> <p>Marquip makes a 2.5" shackle with a 2.5" pin that weighs 88 lbs and has a safe working load of 85 at a safety ratio of 5:1.</p> <p>ADEC will purchase a spare shackle for the ETS system inventory. A shackle diagram was added to the draft ETS manual as part of the ETS system.</p>
2. Determine optimal length, material, and weight of ETS tote tag lines	<p>Tag lines were discussed with Captain Berghorn and his recommendation is to have them on hand as an option to be used depending on the situation. The tag lines should be made of 5/8" polyprop. line with a weight attached to the bitter end to help control the line. The length should be approximately 25' in length.</p> <p>ADEC will communicate with Air Station Kodiak to determine the specifications and then purchase the tag lines.</p>
3. Create table of helicopter capabilities	<p>The draft helicopter capabilities matrix was sent to Captain Berghorn for his review. He added the specifications to the matrix and it has been added to the draft ETS manual on page 21.</p>
4. Update ETS manual with procedures and diagrams for ETS tote tag lines	<p>The draft manual has been updated with diagrams and a row has been added to the equipment table for the tag line specifications. Procedural statements have been inserted on pages 16 and 19. Once the tag lines have been purchased the specifications will be inserted into the table.</p>
5. Repair chafing gear on State's ETS system	<p>John Days will add whipping to the existing chafing gear to minimize the amount of drag in the water.</p>
6. Add additional buoy to thimble to increase buoyancy	<p>An extra buoy has been added to the thimble of each of the ETS to provide additional buoyancy during deployment of the ETS.</p>
7. Determine optimal length for pendant slings.	<p>Two 50' pendants have been purchased and are now in DH. The manual has been updated. The 2 - 100' slings will be kept in inventory to provide additional deployment options.</p>
8. Provide dimensions of ETS in cargo net	<p>Per John Days, the measurement of the system inside the tote is 38" Wide, 70" Long, and 30" Deep. This information will be added to the manual.</p>

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9. Secure commitments from the commercial docks for crane availability during an actual deployment	Per John Days, all of the dock managers have been briefed on the ETS system, a call list has been created and commitments have been secured that in the event of an emergency, the dock managers will make room to load the ETS onboard the tug.
10. Provide ETS system training to police dispatchers	Per John Days, this is planned for a later date.
11. Verify location of cargo hooks and update manual	Upon investigation it was learned that no cargo hooks are maintained at Dutch Harbor. The expectation is that the helicopter will have the hook mounted to its underside. Manual will be updated to reflect this information.
12. Investigate purchase of 900' line shot and additional line canisters	The maximum length for a line gun is 500'. Two additional line canisters have been received. The manual will be updated to reflect the new information.
13. Add chemlights to ship end of the Spectra© messenger to provide indication that messenger has been brought over the rail	Chemlight sticks have been added to the messenger line. The manual does not reflect this as the purpose of the lights would be generally understood by deployment personnel.
14. Update procedures, photos, and diagrams in the ETS manual to include the sea anchor	Sea anchors have been added to both ETSs and diagrams have been added to the ETS manual where appropriate.
15. Change deployment procedures for lighted buoy to include daylight activation of light	Manual now indicates that the light should be activated at time of deployment.
16. Add fairleads to boat deck on James Dunlap and Gyrfalcon to prevent snagging of towline when deployed from boat deck	This action item will be completed by the Tug Companies.
17. Review call-procedures for satellite phone	Checklist created to insure satellite phone is called for.
18. Establish satellite phone maintenance and testing procedures	Per Steve Moreno, the pilot's office has reviewed the maintenance requirements and created a maintenance plan.
19. Create laminated card for converting the towline to the ship to tug layout	ADEC will produce laminated cards from new ETS diagrams.

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20. Determine if surge gear should be purchased and included in the ETS system for mobilization in the tug to ship deployment	Decision has been made to not add surge gear to the system.
21. Purchase extra pendants to rotate inventory	The decision was made to not purchase additional pendants. When a pendant is used it will be inspected.
22. Repack city and state ETS for redeployment	This action has been completed.
23. Add sea anchors to each of the ETS systems	This action has been completed.
24. Include the Captain of the Port, Sector Anchorage, in decisions regarding placement of next ETS	Once draft manual is completed, John Brown will review it with USCG, Sector Alaska.
25. Review draft of updated manual with Air Station Kodiak	Once draft manual is completed, John Brown will review it with USCG, Kodiak.
26. Engage other tow companies in the ETS process by including dispatchers, providing manuals, and inviting their participation in the 2009 ETS exercise	Once manual is completed, John Brown will review it with other tow companies.
27. Weigh new ETS system at Kodiak Air Station	Once draft manual is completed, John Brown will travel to Kodiak and have USGC lift system out of box. Will need to add weight of sat phone, tag lines, sea anchor and any other gear not in Kodiak system.
28. Develop testing standards and protocols for pendants	Formal inspection will be coordinated with USCG, Kodiak.
29. Purchase towing shackle(s) needed to connect tow wire to towing system thimble	Towing shackle options were investigated and it was determined that a 2.5" diameter steel alloy shackle with a safe working load in excess of 78 tons would meet the IMO regulation for the towing system. (Kilburn, 2008) Marquip makes a 2.5" shackle with a 2.5" pin that weighs 88 lbs and has a safe working load of 85 at a safety ratio of 5:1. ADEC will purchase a spare shackle for the ETS system inventory. A shackle diagram was added to the draft ETS manual as part of the ETS system.
30. Add information on working channel to manual	Statement has been added to manual at pages 16, 28, and 34
31. Add communication freeze procedure to the ETS manual	Statement has been added to manual at pages 16, 28, and 34

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32. Review procedures for midship line shot and update as necessary in the ETS manual	Statement has been added to manual at page 34.
33. Add option to tow ship from the stern to arrest drift until support arrives to the ETS manual	Statement has been added to manual at pages 31 and 37
34. Add note to manual to inspect towline while towing to keep chafing to a minimum	Statement has been added to manual at pages 31 and 38
35. Develop procedures for tandem towing and add to ETS manual.	New draft section has been added to manual. Diagrams will be created once the section content has been approved. See page 38.
36. Update ETS system weights in ETS manual	ETS weights have been added to the manual in the equipment table.
37. Create mobilization checklists.	Two new checklists have been added to the manual on page 22 and page 26.
38. Update contact list.	Contacts have been updated on page 59.